

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.582

Effective Date:

June 18, 2012

Cancellation Date:

June 17, 2013

SUBJ: Procedures for Airbus A380-800 (A388) Flights

1. Purpose of This Notice. This notice replaces N JO 7110.567, Procedures for Airbus A380-800 (A388) Flights, effective October 1, 2011. This notice delineates air traffic procedures that are applicable specifically for Airbus A388 operations. The procedures contained in this notice supplement existing guidance contained in Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations.

3. Where Can I Find This Notice? This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications.

4. Explanation of Changes. This notice clarifies visual separation procedures to be used with the A388 aircraft, as well as changes to the minimum separation required on final approach. Standard air traffic control procedures contained in FAA Order JO 7110.65, Air Traffic Control, and facility letters of agreement must be applied in support of A388 operations.

5. Procedures.

a. Air traffic control facilities must apply visual separation, as specified in FAA Order JO 7110.65, Chapter 7, Section 2, Visual Separation, as follows:

(1) *TERMINAL.* Visual separation must not be applied to aircraft operating directly behind, within 2,500 feet of the flight path of the leading aircraft, or directly behind and less than 1,000 feet below the A388.

(2) *EN ROUTE.* Visual separation must not be applied with respect to the A388.

b. Air traffic control facilities must use the following procedures when applying the provisions of FAA Order JO 7110.65, Chapter 5, Section 5, Radar Separation.

TERMINAL

(1) Separate aircraft operating directly behind, or directly behind and less than 1,000 feet below, or following an aircraft conducting an instrument approach by:

NOTE-

1. *When applying wake turbulence separation criteria, directly behind means an aircraft is operating within 2,500 feet of the flight path of the leading aircraft over the surface of the earth.*

2. Consider parallel runways less than 2,500 feet apart as a single runway because of the possible effects of wake turbulence.

- (a) Heavy behind A388 – 6 miles.
- (b) Large behind A388 – 7 miles.
- (c) Small behind A388 – 8 miles.

(2) When applying wake turbulence separation criteria for terminal operations that are defined in minutes, add 1 additional minute.

EN ROUTE

(3) Separate aircraft operating directly behind the A388 by the following minima:

- (a) Heavy behind A388 – 5 miles.
- (b) Large behind A388 – 5 miles.
- (c) Small behind A388 – 5 miles.

(4) Unless otherwise specified in applicable letters of agreement, aircraft following the A388 should be provided a minimum of 8 miles in-trail spacing when being handed-off/transitioning to terminal airspace. This interval should exist when the leading aircraft crosses the terminal/en route boundary or transfer of control point.

c. The word “SUPER” must be used immediately after the aircraft call sign as follows:

- (1) *TERMINAL*. In all communications with or about A388 aircraft.
- (2) *EN ROUTE*.
 - (a) In communications with a terminal facility about A388 operations.
 - (b) When issuing traffic advisories regarding an A388 aircraft.

6. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Mission Support, and System Operations; the ATO Office of Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. In 2008, the FAA, European Organization for the Safety of Air Navigation (EuroControl), the Joint Aviation Authorities, and the aircraft manufacturer modified existing separation standards for the Airbus A380-800 (A388) aircraft. The separation standards apply to terminal facilities as specified above.

Although a “J” indicator for the A388 has been identified by ICAO in its October 9, 2006, guidance, the FAA has not rendered a final determination in support of such an indicator. Accordingly, existing flight data processing systems and records have not yet been modified to reflect a “J” indicator for the A388 on electronic flight lists or printed flight progress strips. Studies indicate that wake vortices generated by the A388 may be more substantial than those of aircraft in the “Heavy” wake turbulence category, thus requiring special designation (“Super”) and additional wake turbulence separation during certain segments of flight. The A388 must identify itself as call sign “Super” in radio communications with air traffic control.

8. Safety Management System. These procedures are based on guidance received from the International Civil Aviation Organization and the joint FAA/EuroControl Wake Turbulence Steering Group that studied the wake vortices of the A388 in July 2008. Accordingly, the separation standards and procedures contained in this notice are based on the approved study; therefore, no further safety risk analysis is necessary.



Elizabeth L. Ray
Vice President, Mission Support Services
Air Traffic Organization

5/14/2012

Date Signed